Special Commission on Micromobility

June 10, 2025

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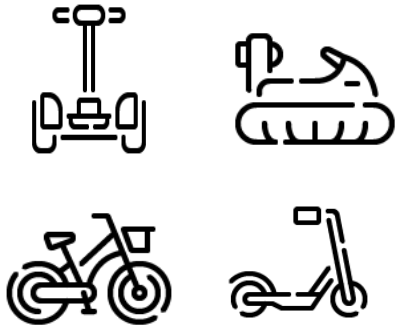
Today's Agenda

Meeting Theme:
Safe Operations of Micromobility Devices

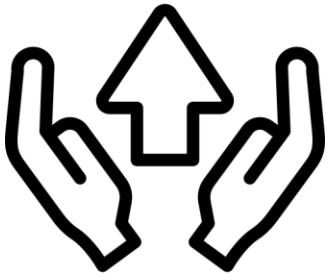
1. **Call to Order & Agenda** (5 min)
   Swearing in for three Commission members
2. **Public Comment Period** (10 min)
3. **Micromobility Battery Safety** (35 min)
4. **Beyond Mobility 2050 Vision** (20 min)
5. **Small Group Exercise** (40 min)
6. **Next Steps & Assignments** (10 min)

Commission Purpose & Scope: Questions to Answer



How should we **classify vehicles** to reduce confusion?

Where can vehicles **operate** to ensure safety and ease of compliance?



How can we **support micromobility growth** to deliver on the Beyond Mobility 2050 priorities?

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Commission Members swearing in

Public Comment Period

(if needed)

Instructions

If you would like to provide public comment, use the **Raise Hand** feature in Zoom.
The host will enable you to use your microphone to provide your comment.

Each speaker will have a maximum of 2 minutes to provide comments. Please respect this time limit. If we have more than five commenters, we will ask those who were not called to speak to submit your comments in writing to thelab@dot.state.ma.us or via voicemail at 857-368-8922.

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Micromobility Battery Safety

Laura Kavanagh, former FDNY Commissioner

Beyond Mobility 2050 Vision

Derek Krevat, Manager of Municipal Grants Engagement,
MassDOT Office of Transportation Planning

Background

- MassDOT is required by federal law to develop a Statewide Long Range Transportation Plan (SLRTP) on a regular basis.

- The last plan update before Beyond Mobility (***WeMoveMassachusetts***) was in 2014.

- The current plan is called ***Beyond Mobility***, which reflects the plan's aim to think beyond traditional transportation planning paradigms and center people and transportation outcomes at the heart of our strategic planning framework.

- The plan was published in July 2024 and is available for viewing at www.mass.gov/beyond-mobility

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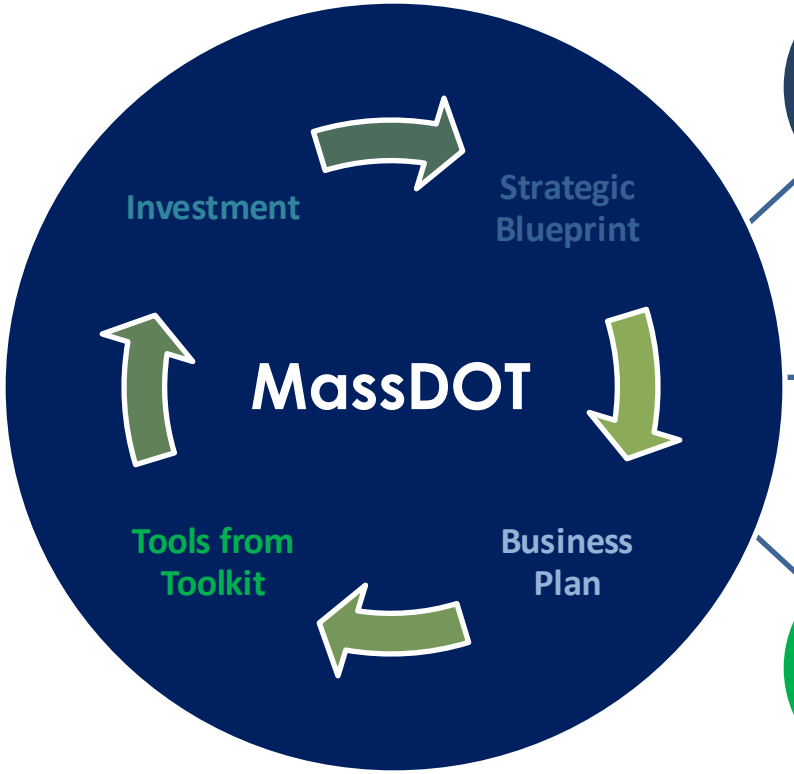

Beyond Mobility

- *Long range* transportation plan
- Blueprint for transportation decision-making

Strategic Business Plan

- Strategic plan for goals, vision & values
- Align organizational resources

Transportation Funding Task Force

- Toolkit for policymakers and planners

Beyond Mobility Development

- The Beyond Mobility project team performed **extensive public* and internal outreach, data analyses, and analyses of prior plans** to define a vision for transportation in 2050, the values MassDOT should maintain in this approach, and the key challenges that characterize the Commonwealth's transportation network.

- The project development team worked with **MassDOT and MBTA staff and subject matter experts** to define key action items that are responsive to the key challenges, and are consistent with the vision and values clarified through the outreach and analysis process.

*Inclusive of public surveys with over 3,500 responses as well as focus groups, stakeholder interviews, and workshops with a focus on EJ communities

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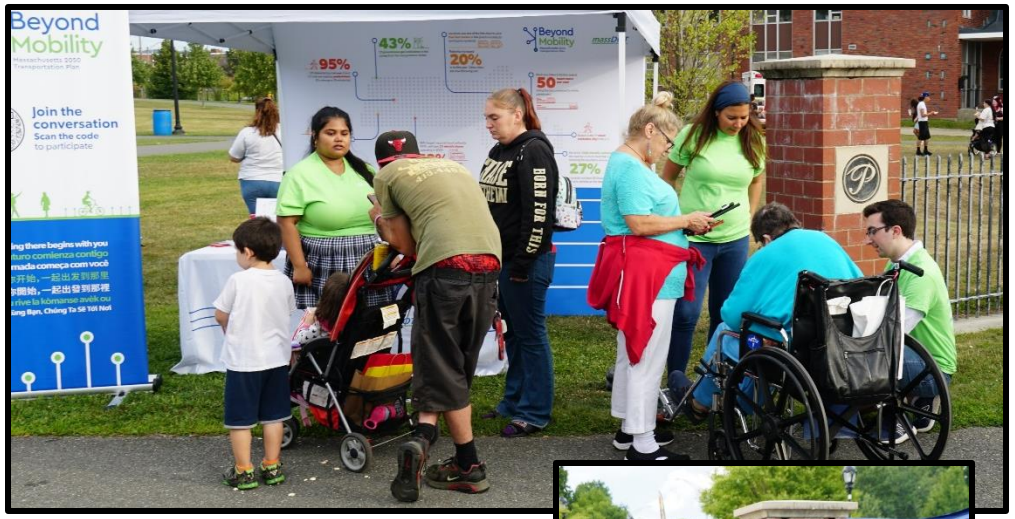
Public Engagement Techniques

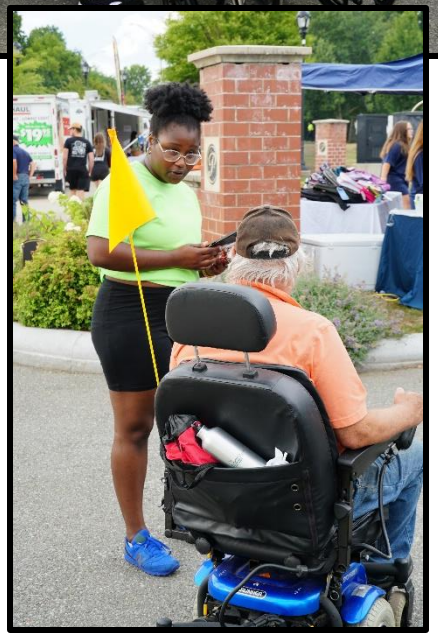
11 **community activations**

soliciting survey responses in historically underrepresented communities:

- Roxbury
- Lynn
- Mattapan
- Lowell
- Lawrence
- New Bedford
- Brockton
- Worcester
- Springfield
- Framingham
- Pittsfield



9 **meetings–in-a-box** hosted by community groups (e.g. Councils on Aging and Independent Living Centers) to provide input into the plan



3,543 **responses to surveys** made available in **Chinese**, **French**, **Haitian Creole**, **Portuguese**, **Spanish**, **Vietnamese**, and **English**

Other activities have included multilingual focus groups, stakeholder interviews, a virtual public meeting with over 60 participants, and stakeholder presentations

High-Level Public Engagement Findings

- The top response for what makes a "great transportation system" was **car-free connectivity**, followed closely by **the ability to reach destinations more easily**.

- When asked to assign tokens to a variety of alternatives, **bicycle and pedestrian infrastructure** received the most. However, equity groups invested more in **transit** than responses overall.

- Respondents overall placed a high value on **improved bike/ped connections to transit stations**, and non-English responses, people with disabilities, and low-income respondents all placed a relatively high value on **wayfinding** near transit stations.

- When asked to assign value to various different kinds of transit improvements, respondents ranked **more frequent bus and commuter rail service** and more **passenger rail options** the highest.

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Beyond Mobility Priority Areas

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Beyond Mobility Safety Vision and Values Statements

VISION

By 2050, Massachusetts will have made significant progress toward advancing a future without transportation-related serious injuries and fatalities and will have eliminated the disparity in crash rates between Environmental Justice communities and all other groups. Residents will experience no infrastructure-related safety risks when walking, bicycling, rolling, driving, and riding transit within any community in Massachusetts.

VALUES

- MassDOT is committed to addressing safety risks through a **human-centered lens and a Safe System Approach**.
- MassDOT is committed to moving toward a future with zero roadway fatalities and serious injuries statewide in line with the "**Vision Zero**" initiative.
- MassDOT is committed to helping realize **safer speeds** across the Commonwealth to prevent serious crashes.
- MassDOT is committed to promoting **transit safety** through coordinating with transit providers on safety initiatives, rail transit operations, capital project delivery, and other activities.

Beyond Mobility Safety Key Facts

41%

OF ALL PEDESTRIAN FATAL AND SERIOUS INJURY CRASHES OCCUR WITHIN **300 FEET OF A BUS STOP**

136

OUT OF THE TOP 200 STATEWIDE INTERSECTION CRASH LOCATIONS ARE IN ENVIRONMENTAL JUSTICE COMMUNITIES

56%

OF FATAL PEDESTRIAN CRASHES TOOK PLACE IN ENVIRONMENTAL JUSTICE COMMUNITIES

142

OUT OF THE TOP 200 STATEWIDE PEDESTRIAN CRASH LOCATIONS ARE IN ENVIRONMENTAL JUSTICE COMMUNITIES

Highlighted Safety Action Items

- **Bench of safety projects.** MassDOT will coordinate with municipalities on prioritizing current projects and building a bench of future projects to address safety concerns throughout the state and in communities most disproportionately burdened by unsafe conditions. This bench of projects will culminate in a formal Capital Investment Plan (CIP) program dedicated to addressing safety issues for vulnerable road users.

- **Incorporating crash rate disparities in Tracker**. MassDOT will incorporate performance measures on reducing disparities in crash rates between different community types into MassDOT's Performance Management Report, Tracker.

- **Sidewalk and bicycle facility gaps.** Building on MassDOT's Next Generation Bicycle/Pedestrian Vision mapping effort, MassDOT will continue to identify the gaps in sidewalk and bicycle facility coverage that contribute to crashes and prioritize funding to address these gaps. For example, in line with recent research that finds a correlation between gaps in sidewalk coverage and pedestrian crashes, MassDOT will continue to develop and prioritize an inventory system of the bike and sidewalk networks throughout the Commonwealth while accounting for facility condition and ADA accessibility issues, with a priority on Gateway Cities and rural areas.

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Beyond Mobility Destination Connectivity Vision and Values Statements

VISION

By 2050, due to targeted investments that have expanded access to everyday destinations for transit-critical and historically underserved communities statewide, there will be significantly more modal options, more equitable travel times, increased transportation choices, and far fewer first- and last-mile gaps for these communities.

VALUES

- MassDOT believes that the primary purpose of the transportation system is to **connect people to the places that they need and want to go**.
- MassDOT believes in the importance of measuring how **people, rather than just vehicles**, pass through the transportation system.
- MassDOT is committed to the principle that a "**regional rail**" system with expanded service throughout the day is critical to building a stronger and more inclusive state economy.
- MassDOT is committed to supporting **robust on-demand transit services** using dedicated drivers and vehicles across the Commonwealth, especially in communities served by Regional Transit Authorities (RTAs) that may not have and/or lack the density to support fixed route service.

Beyond Mobility Destination Connectivity Key Facts

ONLY **1.2%**
OF ALL TRIPS UNDER 3 MILES
IN MASSACHUSETTS ARE
MADE BY BICYCLISTS[64]

69%
OF ALL BEYOND MOBILITY TRADEOFF SURVEY RESPONDENTS DESIRE
CAR-FREE CONNECTIVITY FROM THEIR FRONT DOOR TO THEIR DESTINATIONS[63]

60%
OF MASSACHUSETTS RESIDENTS
DROVE ALONE TO WORK IN 2021[65]

63. Beyond Mobility Phase II Priorities & Tradeoffs Survey, Fall 2022.

64. MassDOT Bicycle and Pedestrian Update—2021 https://storymaps.arcgis.com/stories/446e35bc40614e5aaced4a62ff7343b2.

65. American Community Survey, 2021, 5-year tables, B08134 Means of Transportation to Work by Travel Time to Work and B08301 Means of Transportation to Work.

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Highlighted Destination Connectivity Action Items

DCAI1.2 Tracker metrics for destination connectivity. MassDOT will explore adding performance metrics on access to destinations to Tracker. These metrics will include the number of critical destinations and essential services accessible by different modes including micromobility and demographic groups including disability status across different times of day.

DCAI2.1 Funding program for multimodal transit connections. MassDOT will create a new program (either as part of the Capital Investment Plan or as a state-funded grant program) intentionally prioritizing a list of non-vehicular modernization projects. This program could potentially start with projects on state-owned roadways that contain MBTA or RTA stops (including flag stops) or stations to promote access to transit and ADA accessibility. Environmental Justice communities where there are network gaps referenced in the NextGen Bike/Pedestrian Vision initiative, high potential for everyday walking and bicycling and that contain transit stops, and that receive less investment dollars than other places will be prioritized as part of this framework.

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Brief Stretch Break

Facilitated by Walk Massachusetts

Micromobility Alternative Reality Scenarios (MARS)

Small Group Exercise


Unsafe
Scooters
Wheels
reduces barriers
Impactful
Contextual
Opportunity
Efficient
scares pedestrians
Education
bikes
Safety
Game-changer
Safe
Confusing
Necessary
Economy
Flexibility
Easy
Future
fill gaps
Mopeds
Multimodal
Strange
Independence
bucket
Undervalued
Fun
Resilient
Nascent

Micromobility Alternative Reality Scenarios

1. **Three different groups,** each with a unique imaginary scenario.

2. **This is a drill. This is only a drill.** This is all hypothetical, none of these imaginary laws are being contemplated by the legislature.

3. **Engage. Question. Ponder**. **Opine**. This is meant to help generate discussion and help refine the path ahead.

4. **Excluding solely human-powered vehicles** for this discussion. Focus on power-assisted devices.

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Micromobility Alternative Reality Scenarios (cont.)

Introduction & group discussion (20 minutes)
- Designate one person as a **spokesperson**

Recommendation & Question Formulation (5 minutes)
- Based on your discussion, collaboratively draft at least **one recommendation** and **one question** on the topic you discussed

Prepare to Share (5 minutes)
- The spokesperson should prepare to share your group's discussion points and a recommendation or question identified

Micromobility Alternative Reality Scenarios

Room Assignments

Group 1
- Galen
- Chief LeLacheur
- Rep. Arciero
- Stefanie
- Naroa

Notetaker: Adam
Staff: Matt

Group 2
- Scott
- Nick
- Sen. Crighton
- Kara
- Leonardi

Notetaker: Jacob
Staff: Jaclyn

Group 3
- Dorothy
- Susan
- Nathaniel
- Stella

Notetaker: Rebecca
Staff: Kris

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Small Group Exercise Occurring in Breakout Rooms for Commission Members

Thank you for your patience. The Commission Members will rejoin this main room around 12:45 to share back on their small group discussions.

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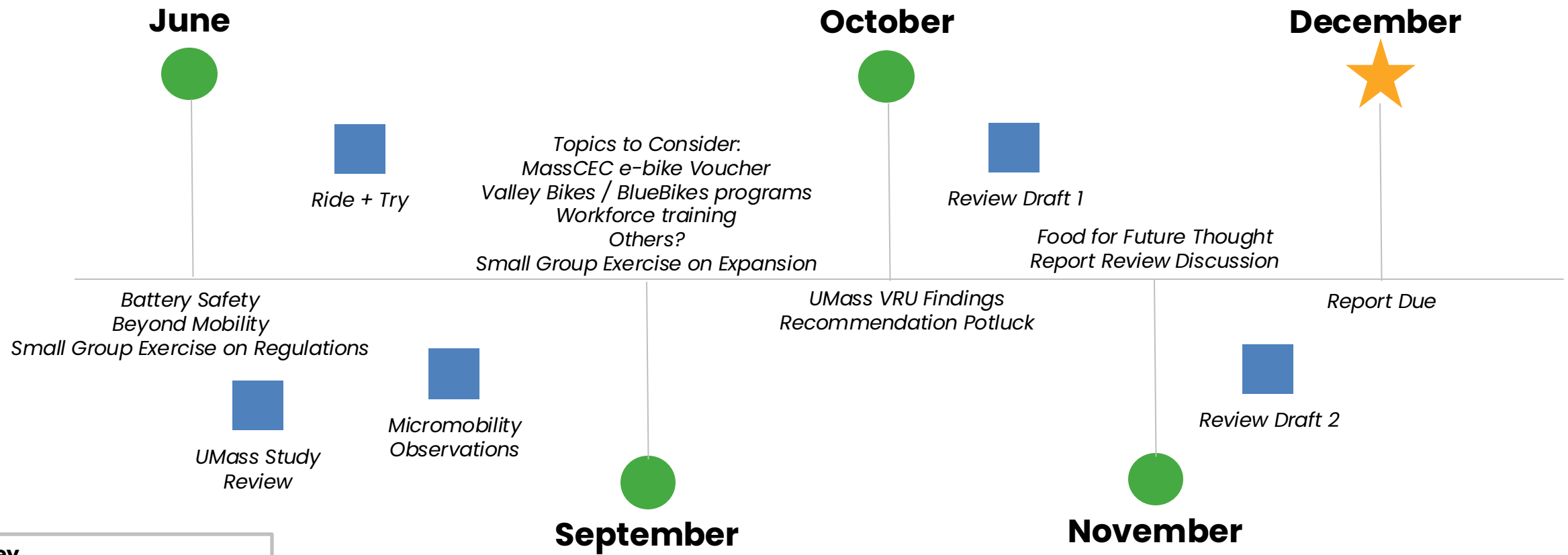
Next Steps & Assignments

Next Steps



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Commission Member Assignments

1

Visit a bike shop near you.

Ask what (e)-micromobility devices they sell. Ask if you can test ride one or multiple, particularly if they have recumbent or adaptive devices. Ask them about servicing devices and finding mechanics to hire.

2

Observe micromobility usage in 2 contexts.

Spend 10 minutes watching for micromobility usage in two locations, ideally of different infrastructure types (i.e., on-street lane versus separated path). Note 3-5 observations.

3

Provide feedback on UMass study findings.

Read through the draft recommendations and supply your comments by **June 30.**

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